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constitutions lurk the initiative and referendum and the recall of judges. Having these economic and political conditions within his view, Mr. Wickersham discusses in three other essays the methods of readjusting educational and professional standards to meet the new requirements of industrial life.

Die Verbandsbildung in der Seeschifffahrt. By WALTER EUCKEN.
Munich and Leipzig: Duncker u. Humblot, 1914. 8vo, pp. vii+319. M. 8.

The writer has set for himself the task of treating the problem of the *Kartell* as it exists in ocean transportation with special reference to the beginning, the organization, the politics, and the influence of the associations of ship lines; for in the discussion of recent years concerning pools and trusts, the shipping combines have not received the attention given to organizations in mining and manufacturing. A large part of the book is given over to a consideration of the attitudes of the various world-powers toward shipping organizations—Germany's encouragement of them, America's hostility, the antagonistic interests affecting England's policy. The author holds with most students that a prohibition of the formation of these associations would be of little value, and that state ownership of the ship lines would be difficult because of economic, financial, and political obstacles. The end sought, then, is the prevention of pernicious policies in the shipping trusts. To secure this the state should encourage with subventions some competitive lines; it must exercise control in the rate-making, and it must enforce publicity of rates. An appendix offers interesting material in the shape of memorandums of agreements between certain ship companies. An over-elaboration of detail somewhat mars the effectiveness of the best points of the study.

The Launching of the Industrial Workers of the World. By PAUL F. BRISSENDEN. Berkeley: The University of California Press, 1913. Royal 8vo, pp. 88. \$0.75.

The opening events in the career of a much discussed organization have been analyzed under this title. The writer considers the movement as a "reaction of the more radical against the conservative capitalistic point of view, from which the great majority of American trade unions have proceeded." To get at the meaning of this revolt he undertakes to study the group of men composing the new movement as to their creeds, alliances, and occupational interests. He analyzes the types of organization represented by the delegates to the constitutional convention in June 1905, the strength of the different factions, and the resulting constitution. The influence of leaders in shaping the final character of the constitution is especially stressed. What is not done is to give any idea of the underlying causes at work to bring this heterogeneous

group together into temporary harmony which yet was not without signs of significant opposition. The word "launching" is regarded in a rather narrow sense as including only the immediate events of the earliest meetings and some study of the men who dominated them.

Industrial Unrest. A Practical Solution. The Report of the Unionist Social Reform Committee. By J. W. HILLS, W. J. ASHLEY, and MAURICE WOODS. London: John Murray, 1914. Pamphlet, pp. 39. 6d. net.

The Committee on Industrial Unrest spent two years in the study preliminary to this report and it has put forth recommendations which it believes adapted to immediate and practical application. To secure the desired social ends of state control of conditions of employment, state intervention in industrial disputes, and the minimum wage, it would accept the already existing organization of industry in the way of conciliation and wages boards. The duty of the state is to further the establishment of such boards and to guarantee their impartiality. Wide publicity given to their expert, impartial decisions, the committee believes, would force a general and willing obedience to their suggestions. Faith in the justice and power of an enlightened public opinion is the ultimate reliance of the supporters of these proposals. The program here offered is definite and worked out in considerable detail. It should afford at least a basis for scientific discussion leading to sane and needed action.

The Railways of the World. By ERNEST PROTHEROE. New York: E. P. Dutton & Co., 1914. 8vo, pp. xx+752. \$2.50.

The Railways of the World is an interesting and instructive history of railroads from the time of the invention of the wheel to the present day with its elaborate and complicated railway systems. The author goes into minute details and traces every step in the discovery and use of steam, the invention of the steam engine, and the development of the locomotive. He pays particular attention to the locomotive, but in a similar though less exhaustive way he gives the history of other parts of the rolling stock, of construction, of traffic, and of operation. The various English railways are told of in detail, their histories, routes, description of roads and trains, and statistics of operation. The railways of the other countries of the world are described more briefly. The author has made no pretense of writing an essentially scientific work, but the abundance of material, aided by a multitude of interesting illustrations and an excellent index, gives the book considerable value as a work of reference.